

INTIMATIONS
NOW READY.THE CHRONICLE AND DIRECTORY
FOR CHINA, JAPAN, STRAITS, &c., &c.,
FOR 1896,
THE CHINA DIRECTORY.

With which is incorporated.

THIRTY-FOURTH ANNUAL ISSUE,

and will be found, as usual, to show an accurate

and reliable year book in fullness and accuracy

The DIRECTORY covers the whole of the

ports and cities of the Far East, from Pusan to

Vladivostock, in which Europeans reside.

A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINES AND SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at Moderate Prices.

PRICE LISTS, with Full Details, to be had on Application.

PORT after removal should be rested a month before use. When required for drinking it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent. Dinner and After Dinner Wines of very superior Vintages. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currents, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The Scotch Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.
THE HONGKONG DISPENSARY.

Hongkong, 9th January, 1896.

NOTICE TO CORRESPONDENTS.

Only communications relating to the news columns should be addressed to THE EDITOR.

Correspondents must forward their names and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

Telegraphic Address: PARADE, P.O. Box 28. Telephone No. 12.

DEATH.

At Yokohama, on the 23rd March, 1896, PHILIP BERNARD SCHMACKER, aged 44 years. [804]

The Daily Press.

HONGKONG, MARCH 27TH, 1896.

It is now generally recognised that the defences of Hongkong have become inadequate, having regard to the strength of the fleets of other nations recently maintained in these waters and the facility with which a large body of troops might be landed on the south side of the island. When the last outcry was made on the same subject, some ten or twelve years ago, attention was given to the representations made and the defences were increased, but this was followed by a doubling of the military contribution. That was rather calculated to damp the zeal of the colonists in the good cause, for if an agitation for placing the colony in an efficient state of defence were to be held as equivalent to an agitation for doubling the military contribution it would not be likely to find favour with the taxpayers. Ultimately the United Kingdom is responsible for the safety of the colony, or, if the island should temporarily fall into an enemy's hands, for securing the indemnification of the inhabitants when the final settlement comes to be made; and under the old arrangement it might be urged that if the home Government was so blind as to neglect the defences that was their affair, not ours, if we were to be mulcted in huge sums for opening their eyes. Now, however, a modus vivendi has been arrived at which, if not altogether satisfactory in principle and still wanting some adjustment as a matter of account, nevertheless practically does away with the conflict of interests. The colony has to pay to the home Government seventeen and a half per cent. of its revenue whatever happens and it is now at liberty to agitate for an efficient defensive service without any fear that the agitation will lead to an increase in the military contribution.

It is absolutely necessary that the south side of the island should be defended, for that is now our vulnerable point. With the existing batteries still forcing either the eastern or western entrance to the harbour, but the whole of the south side of the island lies open to attack and the enemy's ships would be able to shell the various hill passes so as to render them untenable by the defending force. The way would then be open for the enemy's land forces to descend upon the town and to attack the forts at Lyman and Belcher from

the rear. We may suppose that it would not be quite a walk over for the enemy and that even with our existing means we would be able to interpose various obstacles to the carrying out of the above programme. Nevertheless the colony cannot consider itself secure until it has force on the south side of the island capable of engaging any hostile fleet which might be approaching with the object of landing troops. On the Kowloon side the possession of the territory between Min Bay and Deep Bay is essential. These are matters of the utmost moment to the island and which ought to be agitated with all the force of which it is capable.

At home a League has been formed, the well known Navy League, with the object of keeping the nation alive to the importance of maintaining its naval supremacy. It seems to us that in Hongkong there exists even greater necessity for the formation of a Colonial Defence League to keep prominently in view of the Government our legal requirements; unless, indeed, the work may be safely left to the China Association, which has already actively interested itself in the question of securing an extension of the colony's boundaries.

But over and above the means of defence for which we must look to the army and navy, there is one in which the colony can help itself, contributing at the same time to the increased efficiency of the garrison and to internal development. We refer to the improvement of the existing means of communication by the opening up of new roads and the introduction of tramways. Suppose, for instance, that an attack in the neighbourhood of Telegraph Bay were signalled and after the bulk of the garrison had been assembled there it was discovered that it was only a faint and that the real attack was being made at the eastern end, a tramway would be of invaluable assistance in facilitating the movement of troops. The tramway question, however, must be left in abeyance until the completion of the Praya Reclamation when we will have good roads permitting of the construction of a tramway from Kennedytown to Quarry Bay, to be extended ultimately, it is to be hoped, to the south side of the island. In the meantime the question of hill roads ought to receive attention. It is important that Victoria Gap, Magazine Gap, Wan Chai Gap, and Wongneichong Gap should be in easy communication so that in the event of an attack by land the defending force might be able to move freely from one to the other as occasion might require. From Victoria Gap to Wan Chai Gap there is already a serviceable road, but on the south side of the hill and open to the fire of the enemy's ships. From a military point of view a road on the north side, out of range from the hills, would possess great advantages and it would, moreover, be valuable for municipal reasons, opening up as it would new building sites and bringing the existing houses at Magazine Gap into communication with the Peak tram. We know the profit that resulted to the colony from Mr. Price's activity in making hill roads and similar results might be expected if the activity were renewed under the present administration of the Public Works Department.

The flag ship *Centurion* went into dock at Hongkong yesterday.

Yesterday nine cases of plague were reported at the Sanitary Board office.

H.M.S. *Narcissus* returned to port yesterday from the German gunboat *Iris* arrived from Pakhoi.The C. P. steamer *Empire of Japan* arrived at Lantau at 10.30 p.m. on Wednesday, and left at 11 a.m. yesterday for Vancouver via Yokohama.The steamer *Maple* Branch, from Middlesbrough and Hamburg, left Singapore on the afternoon of the 25th inst., and is due here on or about Wednesday, the 1st April.

At a recent banquet to Mr. W. G. Grace at Cliffe, the Duke of Beaufort was in the chair, announced that he had just been requested to give his consent for the translation of the whole series of the Badminton Library into Chinese. He does not seem to have said what his answer was. At any rate, as a house paper suggests, a volume on kite-flying should be added.

We are informed by the Manager of the Colonial Bank of India, Australia, and China that the following telegram has been received from the London office:—“At the approaching meeting of shareholders of this Bank the directors will recommend a dividend for the past half year at the rate of nine (9) per cent. per annum free of income tax, which makes 8 per cent. per annum for 1895, and carry to reserve fund £25,000.” The latter will then stand at £550,000.

Last night the Willard Opera Company produced “The Extraordinary Adventures of Miss Brown,” and notwithstanding the counter attraction in the St. George's Hall there was a large audience. Mr. John F. Sheridan was Miss Brown and as the title implies there is a good deal of fun in the piece and the capital humour until nearly midnight. All the parts were well played, especially “All abroad,” a very amusing piece, will be produced.

We regret to announce the death of Mr. P. Schmacker, lately managing director of Messrs. C. & J. Co., with which he had been connected for over twenty years. Mr. Schmacker was making a visit to Japan, both in business and social relations the deceased gentleman was esteemed by all who knew him and his death at the early age of forty-four years will be deeply regretted by his numerous friends at Shanghai and Hongkong. Mr. Schmacker made a hobby of numismatics, and his collection of shells was, we believe, one of the finest private collections in existence.

A very impudent robbery was perpetrated at night yesterday in Bonham Road, the victim being an English lady named Mrs. Brown, who resides in Richmond Terrace, and who, we understand, is lately arrived in the colony. She was wearing a diamond and emerald bracelet, and while walking along Bonham Road met with a Chinese, who snatched her watch and both bolted and quickly got out of sight. Fortunately we rarely hear of these daylight robberies from European ladies and it is to be hoped that the regulations in force for the time being

under this Ordinance shall be sufficiently provided by the production of a copy of the Gazette in which the same shall be published and contained.” Therefore I propose first of all to put in the regulation and—

Mr. Evans.—Your Worship, I might say, that I admit the riding, but not the offence.

Mr. Johnson.—Do you admit riding in the enclosure?—Yes.

Mr. Evans.—I admit the riding, but not the offence.

Mr. Johnson.—You admit that Mr. Evans has no specialisation; it might be implied permission, here was no permission in writing or direct permission otherwise.

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Mr. Evans.—I admit the riding, but not the offence.

Mr. Johnson.—You admit that Mr. Evans has

NOTICE TO CONSIGNEES
NOTICE TO CONSIGNEES.THE P. & O. S. N. Co.'s Steamship
"PESSAWUR"
FROM BOMBAY, COLOMBO, AND
STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery may be obtained as soon as the goods are landed.

This vessel brings on Cargo:-

From London, &c., on &c. Hindostan.

From Australia, &c., on &c. Australia.

From Persian Gulf, &c., on &c. King Arthur and Mecca.

Optimal goods will be landed here unless instructions are given to the contrary before 11 A.M. to-morrow, 28th inst.

Goods not cleared by the 27th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and notice of same given to the undersigned on or before the 28th inst., after which no claims will be recognized.

A.L.F. WOOLLEY,
Acting Superintendent.

Hongkong, 26th March, 1896. [1]

FROM HAMBURG, PENANG AND
SINGAPORE.

THE Steamship

"NOBE,"

Captain G. E. Puff, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for consignment by the Undersigned and to take immediate delivery of their goods from alongside.

Optimal Cargo will be forwarded unless notice to the contrary is given before 4 P.M. To-day.

Any cargo impeding her discharge will be landed into the Godowns of the Kowloon and Kowloon Wharf and Godown Company, Limited, and stored at Consignee's risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 28th inst. will be subject to DAILY.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 28th inst. at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO.,
Agents.

Hongkong, 21st March, 1896. [787]

STEAMSHIP "YARRA."

COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London or
S.S. Nantes, and Cambridge, from Havre or
S.S. Guadalupe, from Bremen or S.S.
President Léon Lallier and Ville d'Arras,
in connection with above Steamer are hereby
informed that their Goods with the exception
of Opium, Treasures, and Valuables, are being
landed and stored at their risks in the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, at Kowloon,
where delivery may be obtained immediately
after landing.Optimal Cargo will be forwarded unless
information is received from the Consignee before
2 P.M. To-day, the 21st inst., requesting it
to be landed here.Bills of Lading will be countersigned by the
Undersigned.Goods remaining unclaimed after SATUR-
DAY, the 27th inst. at Noon, will be subject to
rent and landing charges.All Claims must be sent in to me on or before
SATURDAY, the 27th inst., or they will not be
recognized.All Damaged Packages will be examined on
FRIDAY, the 27th inst., at 3 P.M.

No Fire Insurance has been effected.

C. TOURAINE,
Acting Agent.

Hongkong, 21st March, 1896. [2]

PACIFIC MAIL STEAMSHIP
COMPANY.NOTICE TO CONSIGNEES AND
UNDERWRITERS.NOTICE is hereby given that all Cargo
for Hongkong from San Francisco, and
places beyond, per S.S. "CITY OF RIO DE
JANEIRO," has been transhipped at Yoko-
hama for S.S. "CITY OF PEKING," due
here about the 25th instant.J. S. VAN BUREN,
Agent.

Hongkong, 21st March, 1896. [768]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.FROM CALCUTTA, PENANG, AND
SINGAPORE.

THE Company's Steamship

"KUTSANG"

having arrived from the above ports, Consignees
of Cargo by her are hereby informed that their
goods will be delivered from alongside.Cargo will be landed into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company, Limited, at Kowloon,
where delivery may be obtained immediately
after landing.No Fire Insurance will be effected. Bills of
Lading will be countersigned byJARDINE, MATTHESON & CO.,
General Managers.

Hongkong, 24th March, 1896. [791]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship
"CANTON,"FROM ANTWERP, LONDON, AND
STRAITS.Consignees of the above-named
vessel are hereby informed that their goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.Optional goods will be landed here unless
instructions are given to the contrary before
4 P.M. To-day.Goods will be cleared by the 31st inst. at
4 P.M. To-day, and will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged packages must be left in the
Godowns and notice of same given to the
undersigned on or before the 2nd prox., after
which no claims will be recognized.A.L.F. WOOLLEY,
Acting Superintendent.

Hongkong, 24th March, 1896. [1]

NOTICE TO CONSIGNEES.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.
"SS. ENERGIA,"
FROM MIDDLESBROUGH, LIVER-
POOL, AND STEAMERS.CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their risk in
the Godowns and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery may be obtained as soon as the
goods are landed.All claims against the Steamer must be
presented to the Agent on or before the
31st inst., or they will not be recognized.All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 31st instant at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARRILL & CO.,
Agents.

Hongkong, 25th March, 1896. [790]

VESSELS ON THE BERTH
CHINA NAVIGATION COMPANY,
LIMITED.FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY, AND MELBOURNE.
THE Company's Steamship

"TSINAN."

Captain Geo. Ramsay, will be despatched TO-
DAY the 27th inst. at 3 P.M.The attention of Passengers is directed to the
Superior Accommodation offered by this
Steamer. First Class Saloon is attained by
the use of the Engineers. A Refrigerating Cham-
ber ensures a supply of Fresh Provisions
during the entire voyage.A qualified Surgeon is carried, and the
Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply toBUTTERFIELD & SWIRE,
Agents.

Hongkong, 24th March, 1896. [780]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.Optimal goods will be landed here unless
instructions are given to the contrary before
11 A.M. to-morrow, 25th inst.Goods not cleared by the 27th inst. at 4 P.M.
will be subject to rent.No Fire Insurance will be effected by me in
any case whatever.All damaged packages must be left in the
Godowns and notice of same given to the
undersigned on or before the 28th inst., after
which no claims will be recognized.A.L.F. WOOLLEY,
Acting Superintendent.

Hongkong, 24th March, 1896. [1]

FROM HAMBURG, PENANG AND
SINGAPORE.

THE Steamship

"KINTUCK."

C. de La Perrière, Commandant, will be despatched
above TO-MORROW, the 28th inst. at NOON.

For Freight, etc., apply to

HOLLIDAY, WISE & CO.,
Agents.

Hongkong, 23rd March, 1896. [779]

THE CHINA NAVIGATION COMPANY,
LIMITED.FOR SHANGHAI, NAGASAKI, MOJI,
KOBE, AND YOKOHAMA.

THE Company's Steamship

"KUTSUNG."

C. de La Perrière, Commandant, will be despatched
above TO-MORROW, the 28th inst. at 3 P.M.

For Freight or Passage, apply to

JARDINE, MATTHESON & CO.,
General Managers.

Hongkong, 24th March, 1896. [790]

OCEAN STEAMSHIP COMPANY.

"KUTSUNG."

Taking Cargo and Passengers at through rates
for Ningpo, Chinkoo, Newchwang, Tsinan,
Nantow, and Ports on the Yangtze.

THE Company's Steamship

"PALAMED."

Captain Williams, will be despatched above
TO-MORROW, the 28th inst.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 23rd March, 1896. [798]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

Taking Cargo at through rates to Copenhagen,
Stockholm, Copenhagen, Berlin, and
Dantzig, and Kopenhagen with trans-
shipment in HAMBURG.

THE Company's Steamship

"TELENA."

Captain T. G. Scott, will be despatched above
TO-MORROW, the 28th inst. instead of as
previously advertised.

For Freight, apply to

ARNHOLD, KARBERG & CO.,
Agents.

Hongkong, 23rd March, 1896. [780]

"SHELL" LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

Taking Cargo at through rates to Copenhagen,
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Hongkong, 21st March, 1896. [2]

U.S. MAIL LINE.

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